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Intimation.

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

WATSON'S

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SCOTCH

WHISKY

A Blend of the Finest Pure Malt Whiskies distilled in Scotland

GENUINE AGE

FINE MELLOW FLAVOUR.

Robert Porter & Co.'s

BULL DOG BRAND

GUINNESS' STOUT

in PINTS and SPLITS.

A. S. WATSON & CO., LIMITED.

ALEXANDRA BUILDINGS.

Hongkong, 7th July, 1910.

The Hongkong Telegraph

HONGKONG, SATURDAY, JULY 23, 1910.

INSUBORDINATION.

A subject of pride to every Englishman used to be the gratifying loyalty of the "fighting races" of India. The soldierly obedience and reliability of the Sikhs has entitled them to the liking and respect of the *sahib* who are indifferent to the colour of a man's skin as long as he can prove that his "liver is not white." The unrest in India, and the spasmodic attempts to imitate the revolutionists of Russia in committing useless murders of useful men, have hitherto caused the rulers of the Empire less anxiety than they might, because of the utter confidence felt in the loyalty and honour of certain peoples and certain castes. The Sikhs, whether of the Khalsa or upholders of Islam, have always been trusted by the British. Their honour was once unimpaired. But during the last two or three years, a spirit of insolent disobedience has shown itself among the very men who were once thought fit to be classed as at least the equals of any police force in the world. In Shanghai the irregular conduct, verging upon open rebellion, of the Sikh Police, threatened, not long ago, to destroy the usefulness of a force on the faithfulness and reliability of which the most experienced Anglo-Indian Police and Military officers were, until quite recently, prepared to pledge their own honour. Just before the tragedy of the great Mutiny in India, many indeed almost all the British officials, both civil and military, refused to believe that their troops and native employees could ever be unfaithful and "entree to their salt." Now, when certain babblers from Bengal have co-operated with a prating little Englishman with a Scotch name who was not ashamed to show gratification at having garlands of flowers hung round his neck by "fallen B.A.'s" of Hindu colleges, when persons who could not pass an examination in any Indian language whatever, dare to pose as champions of the native races, we marvel to see the once dignified and martial Compagnons of Ranjit Singh degrading themselves to the level of such impudently unscrupulous. That a Sikh should exhibit some of the faults as well as some of the virtues of a soldier is but natural. A word of reproof from his superior officer has usually been sufficient to recall a brave and soldierly man to his better sense. It seems a pity that such a word should be withheld. Of all nations colour none, it is said, is more numerous than that of the Sikhs. That

men who once held duty and honour dear than life itself, should meanly combine the duty of a police constable with the greed of a money-lender is of the most saddening signs of these worsening times. That a Sikh should be guilty of insolence and insubordination enough to make the spirits of Allard, Gardiner, Nicholson, Hodson, Lawrence and of many other leaders of Sikhs, come back from the abodes of the dead and wither with some more terrible rebuke than a magistrate may by a sentence of a few days' imprisonment inflict, these unworthy sons of valiant sires who were true to their salt.

LOCAL AND GENERAL.

A SIBERIAN mail will close at the Post Office at 6 p.m. to-day.

The French Mail of the 21st June has been delivered in London.

DURING last year a mining licence was issued for an area of one square mile in the vicinity of Ho Ching Village, New Territories.

Six weeks' hard labour was awarded a native at the Magistracy this morning for stealing a suit of clothing.

THE buoyage of the South Channel, Yangtze River, will be altered, and the Kiu Toan Lightship withdrawn, on the 30th July.

THE voyage of any Chinese passenger ship from Hongkong or any port of China to any port of the Federated Malay States, has been declared to be a voyage of ten days' duration; and that accordingly the voyage shall be deemed to be a voyage of "not more than thirty days' duration" within the meaning of section 4 of the Chinese Emigration Ordinance, 1859, of Hongkong.

GOVERNMENT proposes to erect four public latrines, one on Crown land close to shore, formerly used as a dust boat station at Tai-kok-tai, one on Crown land between Messrs. Hughes & Hough's coal-sheds and Messrs. Lyngsight & Farrell's engineering works at To-kwa-wan, one on Crown land opposite Nos. 89 and 91 Kowloon City Road, and one on Crown land to rear of No. 2 Main Street at Fat-tsun-heung.

CANTON DAY BY DAY.

DEVELOPMENT OF INDUSTRIES.

(From Our Own Correspondent.)

Canton, 21st July. A proposal is now on foot, under the auspices of the Taoist of Constabulary, Lau Wai Tze, and the Taoist for the Development of Native Industries, Chan Mong Tsang, to establish an Industrial Institute in Canton with a view to give employment to the people of the poorer classes and to diminish the number of thieves. On several occasions meetings have been held lately for the purpose. The committee of the different charitable institutions and the local gentry are willing to render assistance in co-operation with the officials to bring the proposal to a successful issue. Taoist Lau and Taoist Chan have voluntarily subscribed a sum of \$500 each towards the scheme. Another public meeting has been arranged to take place on the 24th instant in this connection.

WARNING FROM HUMAN.

H. E. Viceroy Yuan yesterday received a telegram from the officials of Hunan informing him that after the recent disturbances at Changsha, a large number of the rioters have left Hunan to seek refuge elsewhere and these men are probably making their way South to Kwangtung. The Viceroy was advised in the message to take every precaution against any surprise uprising.

CHEAP RICE.

The proceeds realised from the distribution of cheap rice in Canton on the 15th instant were as follows:—Eastern Shed, \$3,745.50; Western Shed, \$6,678.75; Honam Shed, \$1,442.96 and Wengshu Shed, \$1,985.56. In addition to this about \$17,000 worth of rice was sold to the villagers who came to Canton from the neighbourhood to obtain their supplies of the staple commodity on that day.

ILLEGAL OPIUM ESTABLISHMENTS.

22nd July.

On information received, yesterday, the Canton Government Anti-Opium Bureau sent expectant magistrates Tang with a number of runners to Tai to raid five private opium dives. These illegal establishments were at once sealed up and the keepers were arrested. In addition to ten others who were found smoking opium there. A large quantity of opium smoking apparatus, forty three large baskets were also seized. These offenders have been brought to Canton to be dealt with.

On the 20th instant some ten opium smoking dens were reported to have been sealed up in Ho-shan district by the local officials.

CONSULAR VISIT.

This morning H. E. Yuan received the American Consul-General at Canton, Hon. Leo Bergholz.

CHEAP RICE.

The proceeds realised from the distribution of cheap rice in Canton on both instants were as follows:—Eastern Shed, \$3,745.50; Western Shed, \$6,678.75; Honam Shed, \$1,442.96 and Wengshu Shed, \$1,985.56. On the same day rice to the value of about \$2,000 was sold to neighbouring villages.

The Colowan Affair.

RETURN OF THE TROOPS.

VASCO DA GAMA MEN TO RELIEVE.

The gunboat *Patila*, which brought back the naval contingent from Colowan to the cruiser *Estrella* on Thursday, returned to Macao yesterday with a detachment of 150 men from the cruiser *Vasco da Gama*. The *Patila* arrived at Macao yesterday at noon.

The Portuguese troops, who had been sent to the "front" at Colowan, are returning to Macao. Yesterday companies of the European soldiers and Indian troops were seen marching past Praia Grande to barracks. They wore the appearance of having done rough service on the rugged hills of the island.

The gunboat *Maceo* has left Colowan and is now at anchor at Macao harbour, so also is the *Patila*. The necessity for the blockade no longer exists. Several units of the Chinese fleet have also put into the former Harbour, leaving only two gunboats off Colowan.

REVIEWS.

MACAO, CANTON AND THE WEST RIVER.

We are in receipt from that enterprising firm, the Hongkong, Canton and Macao Steamboat Company, Ltd., of a new series of handbooks, bearing upon the various places to which their steamers ply; and, needless to say, these have been issued with all the taste and attention to the artistic which have characterised the previous publications of the premier river company. The booklets that we have received number four in all. They have been compiled for the benefit of passengers by the Company's boats, and especially to strangers and tourists in this district they must prove almost invaluable as well as constituting to themselves beautiful and useful souvenirs of the districts traversed.

To begin with, there is a most interesting brochure which the author, Mr. J. Arnold, entitled "In and Around Canton." Mr. Arnold knows his subject thoroughly, and he writes the pen of a ready writer. Of course, Mr. Arnold has written so much in the way of description about the Canton vicinity that the mere mention of his name as author is sufficient guarantee for the gist of the book. It is in the form of a short description of the chief places of interest to tourists and travellers in Canton City and suburbs, and it very completely deals with the subject matter. The booklet is prettily illustrated, and tells one not only about the Southern capital but gives all the requisite information as to how to get there and the things to be seen when you are there.

Besides giving a list of the sights, Mr. Arnold also gives an interesting sketch of a trip by steamer from Hongkong to Canton, which is delightfully readable. In this sketch, by the way, he mentions or explains a thing which must have often puzzled tourists and passengers up the river. Tiger Island, the author says, with its precipitous height, takes its name from the fancied resemblance that the Chinese see in the conformation to that terrible quadruped.

The second book on the list is "A Hand-book to Canton, Macao, and the West River," revised and re-written by Mr. J. Arnold, with original and copyrighted photographs by the author. This is the eighth edition and has been brought down to date with neatness and precision. Over and above the general useful information it contains as to how to get to Macao, Canton and the West River and what to see when there, it has interesting articles concerning the various places of interest, written by an assured pen and altogether trustworthy. The photos are beyond praise, excellently developed and produced; and this little book, it is certain, would be a valued souvenir of a visit to these places whether it were a mere casual visit or a thorough inspection of their domains.

A third book which the Company publishes is entitled "A Day in Macao with a Camera," the work of the same author mentioned above. It contains no reading matter, but it does contain some of the finest photographs of Macao scenery that have ever been produced. The good effects are largely due to the art paper on which the engravures are printed and the whole thing reflects credit not only upon Mr. Arnold but upon Messrs. Hood & Co. of St. Bride's Works in Middleborough, who have carried through the work.

Let of all to be mentioned, but by no means last of all in the matter of quality, comes "Scenery on the West River," a sketch book compiled by Mr. Arnold also. It shares with the others in prettiness of appearance and is replete with fine photographs.

On the whole the four brochures which we have received from the Steamboat Company will be recognised not only as a *vide memento* to Macao, Canton and the West River, but also as a most artistic souvenir by any one who chances to go to any of those places on business or on pleasure.

KOWLOON-CANTON RAILWAY.

RESUMPTION OF LAND.

Extensive resumptions of land for railway purposes were undertaken last year. Kowloon Island Nos. 413, 240 and 241, containing a total area of 119,557 square feet, being acquired for \$33,699.25. A small area (the remaining portion of Hongkong Lot 55), containing 11,520 square feet, was resumed by private treaty for the Kowloon-Canton Railway at a cost of \$1,000 and a third area, 75,777 square feet, was resumed from Kowloon Farm Lot 4 by private treaty for \$1,490, in connection with the extension of Apple Street, Kowloon.

TYPHOON WARNING.

The telegram quoted below was received from the Manila Observatory at the American Consulate General to-day.

HOBBIES IN HONGKONG.

THEIR RISE AND FALL.

(Special to the "Hongkong Telegraph.")

There was a time, when I was said that the European coming to Hongkong had no kind of relaxation except that sort which can be found in the frequentation of hotel bars and in visits of discovery into realms where the cocktail abounds. That time, however, must surely have passed away completely, for nowadays we find that nearly every man in the Colony has imported with him some hobby, in the pursuit of which he passes away his spare time, and renders life less miserable than it was before when he had nothing to occupy his "after-office thoughts" and did not know how to kill time except by growling his thumb-nail and going out of doors to look for company where-with to imbibe strong liquors.

In Hongkong the day of these things appears to have passed away. No longer can the

CULT OF THE IDLE.

be made the subject of mirth by the Sons of Han, who by the way are very prone themselves to idleness or inaction in their hours of leisure. Nor is the reason far to seek. The French nation is one of their formidable *bon mots* tell us that wherever an Englishman travels, he takes with him his prejudices and his national habits. In Hongkong we can easily observe the strength of this argument.

For no sooner does the Scotman, for instance, arrive in the Colony than he sets about the formation of a golf-course. The Englishman newly arrived just as naturally turns to the laying out of a cricket pitch or of a tennis-court. But after all these may be considered in the light of recreations apart from what may be

ACCURATELY DESCRIBED.

as a hobby. The hobby, however, we meet every day in Hongkong life. It takes many queer forms. In some cases it is almost unique. To take one instance, there was a gentleman well known in Hongkong who used to spend his week-ends in the Happy Valley hunting and catching butterflies.

Well, he had the naturalist's idea, developed to a very high degree, in pursuing his hobby, for there is no doubt that the Happy Valley provides some of the most beautiful specimens of these butterflies that can be found outside of Europe. Still that was his hobby. He wrote a book about it. Afterwards, and the present writer helped him with his collection.

It may not be generally known, but it is the fact, that one of our highest Government officials locally passes his spare time in the relaxation of practising carpentry and I have been assured that if ever he lost his

CIVIL SERVICE BILLET.

he would be able to make a living by following the trade. Wood-carving is a hobby also that one frequently encounters in Hongkong. It would surprise most people to learn how many fret-works and how much hand-worked there way into many domestic circles in the Colony. To their credit, it must be said, that some of the ladies of Hongkong are equally adept in the use of the saw with their husbands.

It is said as a matter of fact that every man must have his hobby, but in the East apparently this precept must be extended to the ladies as well. The keeping of dogs is a delightful hobby. So is the keeping of pigeons.

In either of these two directions the follower of his or her hobby may coin money from it. But the man who has a hobby never appears to think of gold. He simply revels in the pursuit of his favourite game irrespective of cost or of the return which it may bring in.

There used to be in Hongkong a police officer whose hobby was the training of

CARRIERS PIGEONS.

So enthusiastic was he in the matter that his domestic premises before the military authorities, officers here who were then experimenting strenuously with the transmission of messages by means of those wonderful birds. He was asked to name his price for the pigeons, but instead he handed them over free of charge, unwilling to sell his pets for a price. The experimental flying, however, proved disastrous, as never a one returned from Shanghai where they were liberated, and their loss was accounted for by the depredations of the huge hawk which infest the China coast.

One of the most popular—perhaps the most popular—hobbies in Hongkong is the importation and breeding of

EUROPEAN DOGS.

Every man is naturally of ought to be a lover of dogs; and when one comes to think of it, there are very few households in the Colony that do not count at least one canine friend among its members; for in the keeping and caring for a number of dogs one can always find a delightful hobby.

Canton Opium Tax.

A CALCUTTA CONTEMPORARY'S VIEW.

"TELEGRAPH" WRITES "STRONGLY BUT NOT UNJUSTLY."

WE have heard surprisingly little of late about the operation of the "opium monopoly" at Canton, and its effects on the Indian revenues. Hongkong papers just to hand help us to understand the true inwardness of Chinese policy, writes the *Indian Daily News* (Calcutta) in a leading article on the 20th ult. This opium monopoly is an old story. China has repeatedly in the past claimed the right to limit the opium revenue. This has been sought to be done by granting a monopoly to some person, generally a larger dealer in foreign opium, who is permitted to levy a certain duty per ball of foreign raw opium, about seven dollars. The effect of this tax is to raise the price of opium per chest to 300 dollars. The incidence of the tax leviable (presumably at the option of the farmer of the opium revenues) has varied from time to time, and from province to province. We are only concerned about its effects on the Indian revenues. The grant of a monopoly of this nature is barred by treaty, and from 1902, when a monopoly was first granted, the British Government, through the Consul-General, has effectively protested against an arrangement which seeks, however unintentionally, to penalise Indian opium. The Chinese have always claimed to act within the strict letter of the Treaty, but they have again and again been forced to yield to British pressure. What the Chinese say is that in permitting the levy of a tax on "prepared" opium—that is always the pretence—treaty undertakings not to tax raw opium are not infringed. We may perhaps state the position in this way. Suppose China undertakes not to tax imported cotton, and proceeds to impose a certain tax upon yarn on the footing that so much cotton was required to spin so much yarn, and when the manifest breach of treaty is pointed out, replies that only yarn is taxed and not raw cotton, the position would be on all fours with the present taxation of raw opium from India. As we have said, British interests were never in the past permitted to be sacrificed by Chinese pretences in this regard, and we notice the Hongkong papers are full of bitter complaints against the subtleties which have permitted the latest move in the monopoly mongering line to make so much headway. A Hongkong contemporary (*Telegraph*) writing on June 10th says that the grant of the monopoly enables the firm concerned to levy what tax it pleases on imported opium. Two months ago this monopoly was to come into force, but was for some reason or other delayed. How far the knowledge that this monopoly may come into force at any time operated to swell the price of Indian opium at recent sales must be left to conjecture; but in any case, the moment the monopoly became effective the trade suffered a serious check. The dealers bought at 2,055 dollars per chest; now they are called upon to pay 300 dollars extra. On June 10th there were 4,000 chests of Indian opium in Hongkong, 15,000 chests in Bengal, of the aggregate value of three millions sterling. All this valuable trade has been hard hit by the action of the Chinese Government. The *Hongkong Telegraph* writes strongly but not unjustly:

"The only thing for honest men, whether Chinese or sympathisers with China, is strictly to adhere to the pledged word to past agreements and with utter slowness to carry them out. Then we shall see that our own great sacrifices and those of our Indian Empire have not been merely idle and futile enrichment of a wicked class of wicked men. To ruin vast trade interests and encourage the reputation of a Treaty simply in order that a certain section of persons in power in China may become rich on native opium, while the worst forms of drug vice flourish worse than ever, will be the triumph of the comic shame of the net result."

Nothing has transpired since this scathing condemnation was printed to justify its modification.

HONGKONG DOCK CHARGES.

HALF TAIWONG PAGER PRICES.

It is not very long since we had occasion to answer a protest of certain local firms by pointing out that the Taiwong Pagar Dock Board must run its repairing yards on business lines, and compete for work precisely as if it were a private owned concern. The grievance was that it had been underbidding local firms, but if a particular case of that sort arose, it seems that others, which were a very different complexion, might be quoted. We have just received from an authentic source the following rather remarkable statement:—"The Sardinia Builder, formerly owned by the Norddeutscher Lloyd and recently sold in her damaged condition, after stranding near Ajer, to a Hongkong purchaser, has just been completely repaired there by the Dock company and 'electric light' installed at a cost of about \$75,000 Hongkong currency, equal to about \$7,500 Straits currency. The Taiwong Pagar Dock Board's estimate of cost of repairs, without electric installation, was \$70,000 Straits currency! Comment is needless, but one can hardly be surprised that the Board fall to secure business of this kind, or that underwriters have been obliged to settle so many claims for 'constructive total loss' on damaged vessels in Singapore, for instance, the *Netherlands*, *New Orleans*, *Sardinia* and *Oscar II*."—*Straits Times*.

HOLDING court by telephone to the effect from the United States. The fact that contagious disease cannot be communicated by wire was established. Judge F. E. Bowser of Western Indiana, in a case at his home while quarantined because his children and mother were ill, according to an official report filed with the judge, held a trial by telephone, and the jury returned a verdict.

CHINA COASTING VESSEL.

THE SKIPPER ASHORE.

(Special to the "Hongkong Telegraph.")

If there is one interesting more than another who runs on the China Coast, he will undoubtedly be found in the personality of the skipper ashore. He is a man who wins the affection of all shoremen, for he comes to the port with all the "yarns" of the ocean, to which he belongs. Sometimes the information which he bears is not generally informing, but at the same time when he harbours through a strenuous time in, for instance, the Straits and Narrow Seas between here and Shanghai and brings his vessel in with his funnel encrusted with sea-salt, we feel towards him as a brother and greet him as one. It is with such

ANCIENT MARINERS.

that we in the course of this article propose to deal, although it must be admitted that the Ancient Mariner turns out to be in the prime of life, what time he is commanding a China Coaster. On the whole, the China Coast Commander is decidedly young, and can hardly be styled a veteran of the sea unless one considers the endless fights that he has put up against the dreaded typhoons of the China Sea and the many arduous voyages in which he has taken his part in getting his vessel through the vicissitudes of the "big wind."

If one only knew as the present writer knows to what extremes the Skipper of a China Coaster is sometimes put in facing such disastrous storms, one would feel all manner of reluctance in trying to criticize his

CARE OR INACTION.

In such a contingency. When one meets the Skipper ashore, it is a very different matter. The Skipper ashore is a half-fellow well-met, and in the delight of a sojourn on land he generally forgets all the dangers through which he has passed and only remembers that he has got to attend to his own and his friends' enjoyment.

As a matter of fact the Skipper ashore generally makes a bee line for the office of his general agent and there draws a sum ranging anywhere from \$100 to \$500 and takes up his mind to "have a good time" regardless of what effects are to follow. There are

MANY SKIPPER'S ASHORE.

in Hongkong who can tell one only what prices they have paid for whisky at a certain port say in Mozambique or on the East Coast of Africa, but there are many others who constitute the best conversational company in the town.

For instance, I have met a Skipper ashore in Hongkong who could hardly tell you how the geographical position of the Zambesi or the Yangtze without referring to his charts, but would tell you to the fraction of a hair how much he paid for a case of beer or a bottle of spirits in whatever quarter of the globe that he happened to be in. But this is hardly the type of the skipper ashore that I started out to describe. The man I had in my mind was more of the class of the tramp master—a No. 1 *McKinnell*—who comes out to Eastern Seas in chartered steamers who may have to pick up cargo where they have to run their vessels sometimes with

EMPTY BOTTOMS.

These men make up the backbone of the British Mercantile Marine. They carry the cargoes of the world. They face the sternness of the Western Ocean. They face the rigours of the Pacific. They will carry a ship, under sail or steam, either across the Indian Ocean, or across the Gulf of Persia, in despite of any weather, if their charter-party tells them to do so, and yet demand little praise or admiration for their accomplishment.

In this respect it appears to me that the one great fault of British Skippers is that they ask too little for the worth of the work that they do. One Skipper ashore, to whom I was talking the other day, gave a point to the opinion which I hold. He told me of an experience which had been his. He, as mate, had been

ON BOARD A VESSEL.

which picked up a derelict—a French derelict—which had gone on fire inside the Mozambique channel. The crew had deserted her and the French ship appeared to be hopelessly involved in the flames. However, the British vessel sent a small party on board and with great vigour these applied themselves to the work of extinguishing the conflagration. In this arduous work they were successful and the damaged salvage boat was gradually got through the Mediterranean.

TO GIBRALTAR.

In the result the salvage party, after all their hard work, were awarded some £2,000, whereas if they had gone to *McKinnell* instead they would have obtained something like £20,000 more to compensate the perils for their labour.

However, that is a matter of the skipper ashore which is not the theme of this article. Space is to say that the Skipper ashore is a very different being from the Skipper afloat. One can scarcely find a mate or an engineer on any local boat who, to use a sea-faring term, has any use for the "old man" yet as a rule the "old man" who has to pursue a rigidly disciplined career with a constitution, is when he comes ashore, accounted to be one of the most genial, most liberal-hearted, of the many people who one meets in a shipping port like Hongkong.

His Excellency the Officer Administering the Government has given his consent, in the name and on behalf of His Majesty the King to the following Ordinance, passed by the Legislative Council:—An Ordinance to amend the Government Ordinance of 1909, in relation to the Law of Copyright, in relation to the Copyright of the Government of Hongkong, and in relation to the Copyright of the Government of Hongkong, and in relation to the Copyright of the Government of Hongkong.

NOTES BY THE WAY.

THE FLESHMAN'S RIGHT.

By the way, it was refreshing to see Mr. Murray Stewart in his usual fighting form over the Highway Ordinance on Thursday last. By this time, it is very probable that the official members of that august body known as the Hongkong Legislative Council are beginning to regard our foremost orator in the nature of an ugly thorn in the side of Government, but from the people's point of view there is an indefinable sense of comfort so long as the hon. member occupies a seat at the Colony's legislative assembly. Not that it is to his credit that the Government are entirely bereft of that little feeling called conscience, but in this fast age they are apt to rush through important measures such as the Highway Bill and now and then they sorely need to be reminded that we are far removed from Russia. It is at times such as these that one is impressed with the dire consequences which are likely to flow from a hurriedly prepared measure.

ANOTHER PUBLIC DANGER.

I notice that the City Fathers continue to amuse themselves with discussions of prospective changes of the Colony's health being increased. The latest discovery takes the form of an awful danger which lurks in the water-bolts of outlandish suburbs. Several people have taken the announcement more seriously than is consistent with sound commonsense and I am told a few persons of the female persuasion threatened to go into a shrieking state of hysterics had they not been promptly reassured that all was well. Now I feel inclined to wonder why people are so fond of talking mean advantage of the highly-strung natures of the Hongkong public. When we are not threatened with a water famine we are solemnly warned of the danger which exists in water holes. Of course, the efforts of the energetic official who is trying to do his best to save us from a premature burial are praiseworthy in the extreme and are certainly deserving of the C.M.G. but having regard to local peculiarities it appears to me they are ill-advised. Next time a fresh danger is discovered, the Board would do well to follow the recent action of the Head of the Sanitary Department, who dropped a bomb-shell in the public dovecotes by saying that certain correspondence was to be considered in private in order to avoid creating an unnecessary public scare. If the Board would only dispense with these preliminary announcements, which are liable to cause an uneasy feeling among a certain class of persons, and then proceed to treat the matter confidentially, I can assure them that they would earn the heartfelt gratitude of a lot of nervous people.

THE SANITARY BOARD AND WHISKY.

Some people at home dearly love to discuss the mysteries of pot and patent still and even here the subject of the refreshing beverage affords to the person with limited conversational abilities an opportunity for the display of wit which he does not possess. In short, the term "whisky" has acquired the right to be included in the category of the banalities of existence. But what reminds me of the delicate subject was the information which Dr. Filiswilliams imparted to the Sanitary Board the other day to the effect that the beverage actually underwent the process of adulteration at the hands of certain unscrupulous parties here in our very midst. Now that we have been told of the diabolical ingredients which form part and parcel of certain mysterious decoctions it is not in the least surprising that certain good folk reputed to possess formidably resistant bodies, after only a couple of seemingly harmless potions, seem to feel somewhat "light" and at the same time oh, so "loose."

TOULON AND TOULOUSE.

This "loose" feeling which I have tried to describe puts me in a reminiscent mood. I am reminded of a story which is vouched for by respected historians as being perfectly true and which is said to have taken place in the good old fighting days of Nelson. It was during a short respite from hostilities when the one-eyed and one-handed Admiral successfully carried out that masterly coup which won for England a comfortable slice of an island and which won for Nelson the profound hatred of his Continental foes. (It was something about an Englishman being blue-livered). A British war was told by a French blue-jacket on the latter's tongue the Englishman's quaint baggy trousers that they were too long (Toulon). "No," replied the Britisher, "they are too loose" (Toulouse).

A WISE JUDGE.

An advocate in a case not long ago, seeing that it was useless to deny certain charges against his client, suddenly changed his plan of battle in order to reach success by another way. "Well, be it so," he said, "we will admit that my client is a scoundrel and the biggest liar in the world." "Mr. B." quietly interrupted the judge, "are you not forgetting yourself?"

AN UNFORTUNATE CLIENT.

There are two more legal anecdotes which are too good to pass unnoticed. The first relates to a very youthful lawyer of whom the following story is told:—"The unfortunate client for whom it is my privilege to appear," the neophyte began boldly, only to come to a full stop. "The unfortunate client, my lord, for whom I appear," he began again less confidently; "that is, my lord—my unfortunate client—er—" Leaning forward and speaking in his most delicate voice the judge said encouragingly "You may go on, Mr.—" So far the client is with you.

HARD ON THE LAWYER.

The second story runs thus:—"Have you anything to say?" a judge once asked of a prisoner. "Before the court please sentence me to pay?" "Prisoner?" "Well, all I've got to say is, I hope your honor will consider the extreme youth of my lawyer, and let me off easy."

The latter of the above celebration of Holy Communion on Sunday at St. John's Cathedral has been changed from 7.45 to 8.15 p.m. This change will come into force on Monday. July 24th, and will continue in force until further notice.

THE HONGKONG MURDER.

FURTHER DETAILS.

The shocking murder of the Russian woman in Fearon Road, yesterday morning, reported in these columns last night, still remains an unsolved mystery though Insp. Bourke, Sub-Insps. Gibson, Det. Sub-Insps. Flitgibbon and Detectives Reeves and Rye have been working steadily on the case since it was first discovered, says the *Shanghai Mercury* of 16th inst. As time goes on the affair becomes more complicated. It transpires that the murdered woman's name was Mary Littleburn. She was of about thirty years of age and had for some time occupied the upper part of the house where the crime was committed; the lower part being used by an Austrian woman of the same class named Nida Ellipir. On Wednesday night the deceased is said to have had a row with some Russian sailors who later went away, but are reported to have visited the house again on Thursday night, but since then no trace of these men has been found. Two Chinese servants employed in the house say that the French sailor Eubank remained in the house all Thursday night and went away at 4.30 a.m. on Friday but returned almost immediately afterwards and got a card from the deceased, going away the second time at 4.45 a.m., the two servants then going back to sleep just inside the door. The servants claim that they heard nothing, while the woman who lives on the ground floor tells the same tale and says that later in the morning she went to the market. The woman said that when she returned to the house she was accompanied by a Russian hawker who went upstairs with her and then found the room disordered and the deceased lying dead on the bed. The body was discovered about 11.45 a.m. and the alarm given and the police who arrived within a few minutes found the body still warm, so that the crime had only been committed a short time previously. Among the blood stained bedding was found a pillow with several clearly defined blood stained finger prints, and these no doubt will serve as a valuable clue, in addition to the strands of hair which were found clutched in the dead woman's hand, and were evidently torn from a woman's head. There is on the left arm of the deceased the plain marks of a bite, which looks to have been done with a woman's teeth, one of which had been somewhat irregular in shape. That robbery was the object there seems to be no doubt as a box was found broken open and a quantity of jewellery known to be possessed by the woman is missing but on the floor near the bed was found a gold ring mounted with one ruby and two sapphires. Another thing that adds to the mystery is that when the woman's trunk was opened, the keys of which were found close by a coat belonging to one of the servants was found covered with blood. How this coat got in the trunk is at present a puzzle. The movements of the sailor before mentioned had been closely traced and during the day Inspector Bourke and Detective Rye accompanied by one of the French Consular authorities visited the cruiser *Alger* where it was learned that the sailor had returned on board about 3.30 a.m. and had signed the book, noting his return from shore leave. The sailor who was on duty at the gateway stated that the man's clothes had signs of blood on them, but when the sailor himself was asked to produce the clothes he had been wearing, it was learned that they had been sent to the wash. A knife was found belonging to the sailor having a blade about four inches long on which were some stains. These at first appeared to be blood but on a close examination proved to be rust spots. The sailor is now practically eliminated from the case. During the afternoon a man who had at times associated with the murdered woman, the woman Ellipir who lived downstairs, the two servants and the Russian hawker were taken to the Hongkong Station where they were closely questioned and at present they are being detained, though no formal charge has yet been made against any one. Nothing of any importance has yet been learned from any of the suspects. At present the house where the murder was committed is sealed up and is in charge of the police who meanwhile are diligently at work on the case. A post-mortem examination was made this afternoon by Dr. Murray assisted by a French doctor. An inquest is also being held by the Russian authorities.

IMPORTANT DISCOVERY—A NEW THEORY. With the practical elimination of the French sailor from the crime a new theory which may have the most important bearing on the case has been put forward, and with it a rather peculiar discovery has been made. Circumstances have, as already stated, shown that the sailor did not return to the house as the police had been informed, and by the other woman living there, and while this arouses suspicion, the disappearance of certain of the neighbours from the vicinity has not passed unnoticed. The room in which the woman was murdered was at the back of the house and overlooked a narrow alleyway running parallel to Fearon Road. At this point it is only a few feet in width, and the windows of the houses on either side face each other. Yesterday afternoon an attempt was made to see whether it was possible to reach the murdered woman's room from the house opposite, and a representative of the Russian Consulate-General was able to slip from one window to the other and gain access in the easiest possible manner. This shows that a man of small stature but possessed of ordinary agility could have made his way from the house in the inside row, and if unable to actually slip across a slight spring would take him there. In view of the fact the windows would be left open, and when the woman asleep the murderer would be able to carry out his foul work without much ado.

This second house to which reference has just been made was of the same ill repute as No. 23, Fearon Road, but was occupied by Chinese, both women and men of an equally degraded type. This morning it has been discovered that they have absolutely vanished, leaving no trace behind. While this in itself is a suspicious circumstance it has always been borne in mind that when trouble occurs in the vicinity Chinese are apt to leave their homes and flee from it, though innocent, but in this case the rest of the native inhabitants of the locality seem to have remained. This view of the case is worthy of investigation, and while the impression is current that the murder is the work of a foreigner it is not possible that the murderer of this house might be able to show some light upon the matter.

COMMERCIAL.

WEEKLY SHARE REPORT.

Reviewing the share business for the week, Messrs. E. S. K. Jones & Co. write on and on:—"Our local share market continues very inactive and only small fluctuations have occurred."

Robbers have been very quiet and following the drop in the raw material share prices have weakened.

Para Fine Hard Rubber comes at 9/6 per lb. from London.

Banks—Hongkong and Shanghai Banks have remained very steady during the week with sales at 9/10/11. The price in London is the same, viz. 8/10/11. National continues in demand at 8/6.

Marine Insurance—Cantons are offering to a small extent at 8/5. Colons have been in fairly strong demand, and after sales at 8/40 c/o probably be placed at 8/45 with no shares obtainable at the moment under 8/50.

North Obichas are unchanged at 11s. 11s and Yangtzes have slightly improved, buyers being willing to pay 20/1.

Fire Insurance—China Firms are slightly easier with small lots offering at 11/1. Hongkong Firms are in request at 13/0.

Shipping—China Manillas are still neglected and may be had at 8/7. Douglas Steamships have further weakened and are now quoted at 8/8. Hongkong, Canton and Macao Steamboats have again found buyers at 8/10. Indo China remain very quiet and no business has occurred. The price at home is also unchanged, viz. 4/4 for the Preference and 4/2 for the Ordinary shares. There are sellers of Star Ferries at 8/4 and the new shares at 8/10. Shell Transports have receded to 10/1.

Refineries—China Sugars are unaltered at 5/6 and Luxors at 5/6.

Mining—There is a demand for Chinese Engineering and Mining Co. shares at 11s. 12, but apparently no shares are obtainable at this price. Raub has buyers at 8/7.

Docks, Wharves, and Godowns—Hongkong & Whampoa Docks have been dealt in to a small extent at 5/0. Shanghai Docks can be placed at 11/7. Kowloon Wharves are offering at 8/5 with no buyers over 8/4. Shanghai and Hongkong Wharves are quoted at 11s. 10.

Land, Hotels and Buildings—Hongkong Lands have been sold at the improved rate of 5/0 and Humphreys' Estates at 5/0. Kowloon Lands have been taken off the market at 8/5 and more shares can be placed at the rate. Shanghai Lands have been sold to the North at 11s. 10/10 the interim dividend of 11s. 3 paid on the 19th inst. West Points are in demand at 8/5. Hongkong Hotels have declined and old shares are offering at 8/5 and the new at 8/8.

Cotton Mills—Hongkong Cottons have buyers at 5/5. Ewas are easier with sellers at 11s. 12. Other Northern mills, according to latest mail advices, are as follows:—Lao Kung Mows 11s. 10, Internationals 11s. 6, and Soy Chens 11s. 2/0.

Miscellaneous—China Boroas have inquiries at 8/5. Sales of Dairy Farms are reported at 8/0 and of Green Islands at 8/4-8/5. China Providents have found buyers at 8/1, Ropes at 8/2, and Electric at 8/0. China Lights are weaker with sellers at 8/4. Icos have been booked at 8/5, but there are more buyers at the rate. Peak Trams are still offering at 8/4 and the new at 8/6. Union Waterboats are a shade firmer with buyers at 8/7. Watsons continue in demand at 10/1. Langkats have been ruling very steady and are quoted at 11s. 1/10. Sumatras are lower with sellers at 11s. 1/0.

Robbers—United Sumatras, after sales at 13/1, have receded to 12/5. United Serangs have been done at various rates from 13/4 to 14/0. Luggs have been sold at 6/6 and Sumatra Paras at 14/1. London Ventures have been an erratic market between 6/5 and 8/6; there are sellers at 7/5 as we close with probable buyers at 8/0. United Langkats have gone to London at 8/0 and Langkat Sumatras at 7/1. Duff Developments have been bought at 21/0 and Rubber Trunks at 44/0 premium. The Singapore market has ruled dollar than usual of late, possibly due to the large recent new situations being. Sandycrofts have gone to the Straits at 8/5 cum div. and Pegohs at 8/8. Of Balgows there are probable buyers at 8/7. Glenahys have been done at 8/4 (Straits) and Singapore jobs at 8/6 (Straits). Locally, Toerangs are in demand and could be placed at a small premium.

Exchange—The Bank's drawing rate on London is 1/10 on demand and the T.T. rate on Shanghai is 11s. 7/4.

FREIGHT MARKET.

In their fortnightly circular of 23rd instant, Messrs. Lambs & Rogge write:—"During the period under review, business all round has been of a highly unsatisfactory description and at the close the market is almost bare of orders. This latter remark applies in particular to freights from Saigon, that market being absolutely a dead letter. Judging from present appearances it would seem that rates for some time to come will remain on their present unimproving level."

Saigon/Hongkong—The quotation Saigon to this stands at 11s 10/10 with just a single charter—a regular liner—done at this rate. The local rice market has assumed a downward tendency and a stop has been put to chartering altogether.

Batavia/Philippines—A small carrier has accepted 25,000 piculs at 28 cents for Cebu, and a 45,000 picul boat is also reported having booked a full cargo at 24 cents for a ports discharge, Manila and Cebu.

Saigon/Hankow—A few charters have been done, terms are kept private. Hongkong/Hankow—As a rule, no business has been done in the future of the Philippines and Manila by a recent voyage of the ship of 8,000 tons paid in both directions.

Bangkok—There is no room for outsiders from Bangkok to this, the regular liners are arriving here, with part cargoes as a consequence of the recent dispute between the local rice merchants and their customers.

Cattle—To carry cattle the steamer *Amigo* has been taken up for a voyage from Phnompenh to Moulmein and Lilo at 5/500 lump sum. Newchwang/Canton—Two charters have transpired, rates obtained being below what was last paid.

Northern freight, which looked somewhat promising a short while ago, are now reported practically dead and there is very little movement in any of the Northern trades.

Coal freight, are suffering in consequence of the overstocked market and the slackness in freights generally. The following figures are reported:—Haiphong/Swallow 1/10, Wakamatsu/Canton 5/10, Brockton/Hongkong 8/00, and P. & O. Canton 8/00 per ton.

Salt Tonnage loading or to load. For Baltimore and New York, Brk. barque *Arrow*, 5,971 tons net, reg. to load in September/October. Brk. ship *Jedopolis*, 2,652 tons net, reg. to load in November/December.

Salt Tonnage Disengaged—None. Departure of Salters—None.

SURVEY OF THE COLONY.

WORK ON NEW MAP.

As a survey of the Colony had been made since that carried out by Lieut. Collinson in 1845 (the plan contains many inaccuracies), it was decided in 1901 that a proper Ordnance Map should be built up on correct triangulation and this work was commenced early in 1909. The staff then consisted of six surveyors, exclusive of the principal land surveyor, three of whom had been appointed during the two previous years. The necessity for this considerable increase and further additions subsequently made was partly due to difficulties and delays which had occurred in procuring qualified men and to sickness among the staff which caused the survey work to fall so seriously late as to be not yet been found possible to overtake it.

In addition to Collinson's map, which was on a scale of 4 inches to the mile, there were in existence plans of various portions of the Colony, such as the City of Victoria, the Hill District, Kowloon, the principal villages, &c., but in most cases these had been produced on a piecemeal fashion and were far from accurate. As will be seen from the following statement of uniformity of scale had been observed in the preparation of these plans:—

City of Victoria, 1"=160 feet.
Hill District, 1"=150 feet.
Kowloon, 1"=1,000 or 1"=1,008 feet.
Aberdeen Village, 1"=40 feet.
Shankwan Village, 1"=50 feet.

The above remarks refer to the Colony proper. In the case of the New Territories, coded in 1898, a map had been prepared by a survey party from India during the years 1898-1904, but as many of the traverse points have since been destroyed by the native population, who were unfriendly at first to British rule, that it was found impracticable to utilize it in the preparation of a new map and as all filling in had been done by plane table it was not possible to replote the survey.

Here again the mistake of variety of scales was repeated, those employed being different from any of the plans previously produced. A considerable area was plotted on a scale of 16"=1 mile (1"=160 feet), but as this was found to be too small to be applicable to many parts, a scale of 12"=1 mile (1"=120 feet) was adopted for the remainder.

After full consideration of the matter, it was decided that the new Ordnance Map should be plotted on scales of 50 feet and 50 feet inch, the latter being only used for populous areas or where early development of the country might be expected.

The Indian Survey meridian was accepted temporarily and, when the triangulation was carried through from a base at Tai Po which had already been co-ordinated, its bearing was found to disagree by only 5'. It has therefore been decided to accept the original meridian.

In the new triangulation, as already mentioned, a base was laid out at Tai Po measuring 2,168,786 feet and this was extended by a series of well-conditioned triangles, 15 in number, to Ngan Shi Wan where another base 2,271,595 feet in length had been measured. The misclose was 775 feet representing an error of 1/12,980. Both bases are about 15 feet above sea level and were measured with a 100-foot Konstant wire. All the angles were observed with a Troughton and Simms' theodolite fitted with micrometer eye pieces reading to 10" and centesimal to 1", and each angle was read 6 times on each vernier, making a total of 12 readings. The largest error in any triangle is 15" and this occurs in one only. The largest error in any of the other triangles hitherto observed is 9". Any triangle with an error in excess of this will not be accepted and the 15" error has not yet been corrected. 15 stations have been fixed and 33 of these have been valued; most of the others have been observed to and in some cases some observations have been taken from them. All observations have been taken on to Asahi by a mirror in sunlight; no night work has been attempted.

The work would have been much more forward but for the heavy cloudy weather in May and June and the rains during the whole of the summer.

The area covered by the triangulation already completed is about 15 miles North by 4 miles East and West.

Triangulation in a strong feeling in Bombay that something should be done to show in a tangible way the great admiration felt for the noble memory of the captain and crew of the *Towhee* (1909). The *Times* of India translated this feeling as a desire to furnish each individual with a memorial of the episode. It suggested the raising of a monument to the memory of the *Towhee* and others to open its columns to the memory of the crew.

Co-Ord's Advertisement.

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship

"LIGHTNING"

Captain A. R. Gestler, will be despatched for the above ports on TUESDAY, the 24th inst., at Noon.

For Freight or Passage, apply to DAVID SAISON & CO. LIMITED, Agents.

Hongkong, 23rd July, 1910. [501]

COMMERCIAL.

The following quotations for rubber shares, by wire, are supplied by Messrs. E. S. Kadoorie & Co.:

Allagars	7/10
Anglo-Java	11/10
Anglo-Malaya	11/10
Balioan	27/0
Batu Tiga	11/10
Bertans	—
Bukit Kajangs (pp.)	5/10
Bukit Rajahs	—
Carey United	21/0 prem.
Cashfields	11/10
Changkat Serangs	11/10
Cheras	11/10
Damansaras	17/10
Eastern International	30/0 prem.
Fed. Selangors	—
Glenahys	8/10
Glenahys	—
Golden Hopes	11/10
Highlands and Lowlands	12/10
Indragiris	5/10
Ich Kannehs	—
Jagals	—
Jonglandors	—
Kamunings	7/10 prem.
Kuala Lumpur	10/10
Landrons (fully paid)	—
Landrons (ppd.)	—
Lagos	—
Lodburys	8/10
Luggs	6/10
Londop Asiatics	11/10
London Ventures	7/10
Merlimans	8/10
Pajans	8/10
Pegohs	30/0
Rubber Trunks	37/10 prem.
Sagars	33/0
Sandycrofts	33/0
Sapongs	—
Seafields	—
Sekongs	35/0 prem.
Shelfords	7/10
Singapore & Johore	11/10
Sumatra Paras	11/10
Sungai Uluks	11/10
Sungai Kapars	17/10
Tandjongs	5/10 prem.
Tanghabs	25/0 prem.
Toerangs	2/0 prem.
Ulu Kungs	—
United Serangs	11/10
United Singapore	8/10
United Sumatras	11/10
United Langkats	8/10
Para Rubber	9/6 per lb.

JUNE RUBBER RETURNS.

The following rubber crops for June are announced:—

Batu Tiga	lbs.
Cashfield	7,689
	3,700

Events Coming.

Saturday, 23rd July.
Aquatic Fete, V. R. C. 4 p.m.
Kowloon Cricket Club Promenade Concert, 9 p.m.

Monday, 25th July.
Land Sale, P.W.D., 3 p.m.

Intimations.

KIDNEYS.

AUSTRALIAN SHEPHERD'S

KIDNEYS

at 60 cents per doz.

THE

DAIRY FARM CO.,

LIMITED

The "ASAHI" Brewery is situated near the "SUITA SPRINGS."

These Calibrated waters are used in the manufacture of our beers.

Purity guaranteed.

"ASAHI" & "SAPPORO"

Beer.

per case 4 doz. 121

112.00

per case 8 doz. 112.00

112.00

It is obtained at all Retailers.

SAVE YOUR HEALTH

in drinking the cheapest and most agreeable Table Mineral Water

"COUZAN GATIER"

approved by the French Faculty of Medicine.

Large Bottles\$0.30

Dozen 3.25

Case 50 Bottles15.50

" 60 "15.50

SOLE AGENTS:

"FRENCH STORE"

Hongkong, 18th July, 1910.

THE CHINA MORTGAGE LOAN AND MORTGAGE CO., LTD.

(CAPITAL PAID UP\$1,250,000)

Loans on Mortgage of House Property, &c. Goods received on Storage.

Advances made on Merchandise. Loans made on the Provident System.

(Rates and Particulars on application.)

THE OFFICE OF TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c.,

Undertaken and Executed, SHAW, TOMES & CO., General Managers.

Hongkong, 23rd March, 1910.

NOTICE.

MR. LI HON FAN, a Chinese graduate in law, versed in literature, has been a teacher in European schools and is a member of the Chinese Government. He has a good command of English, French, and Chinese. He has also a good knowledge of Mandarin. Those who intend learning the Chinese language are requested to write care of Hongkong Telegraph office or direct to 37, Hollywood Road, 2nd floor, Hongkong, 2nd January, 1910.

AMSTEL PASTEURISED BEER.



A fine light wholesome beer admirably adapted for local conditions.

Amstel Beer is specially pasteurized for use in Tropical Countries, and has been proved to give greater satisfaction than any other. Pilsener Beer on the Market.

Supplied to the Royal House of Holland since 1895.

Award of Grand Diplôme and First Prize at Milan 1898.

SOLE IMPORTERS—

H. PRICE & COMPANY LTD.

12, Queen's Road Central, Hongkong.

Telephone No. 111.

Reopened 24th July 1910.

SHARE QUOTATIONS

Supplied by Messrs. E. S. KADOORIN & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	PERCENTAGE.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	100,000	\$125	\$125	\$1,500,000	\$2,028,988	£2.5/- for half year ending 31.12.09 @ 2 1/2%	5 1/2%	\$500 buyers £89 10/-
National Bank of China, Limited	99,995	7	6	\$4,000,000	\$10,558	\$2 (London 3/6) for 1909	...	\$76 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,500,000	none	\$10 for 1908	6 1/2%	175 sellers
North China Insurance Company, Limited	10,000	115	45	\$1,500,000	Tls. 207,572	Final of 7/6 making 15/- for 1908	5 1/2%	Tls. 115
Union Insurance Society of Canton	12,400	\$250	\$100	\$1,500,000	\$287,084	Final of \$10 per share, making in all \$50 per share for 1908 and an interim dividend of \$50 per share for 1909	6 1/2%	\$845 buyers
Yankee Insurance Association, Limited	12,000	\$100	\$60	\$1,000,000	\$707,087	\$12 for year ending 31.12.08 and interim of \$3 on account of 1909	7 1/2%	\$200 buyers
FIRE INSURANCE.								
China Fire Insurance Company, Limited	20,000	\$100	\$10	\$1,000,000	\$418,406	\$6 and bonus \$2 for 1908	7 1/2%	\$112 sellers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,400,000	\$246,218	\$27 for 1908	8 1/2%	\$250 sellers
SHIPPING.								
China and Manila Steamship Company, Limited	20,000	\$25	\$25	\$57,748	Dr. \$5,777	\$12 for 1906	...	\$7 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$20,000	Nil.	\$4 for year ending 30.6.1908	...	\$28 sellers
Hongkong, Canton & Wacoo Steamboat Co., Ltd.	80,000	\$15	\$15	\$67,500	\$29,766	Final of \$12 for account 1910	8 1/2%	\$321 sellers
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	45	45	\$218,100	£13,758	\$6/- for 1907 on Preference shares only @ 2 1/2% on 11/16 = \$3.154	...	\$65
Do. Do. (Deferred)	60,000	45	45	\$218,100	£13,758	\$2 in all of 4/- per share (comp. No. 12) making in all 4/- for '08 & interim of 1/- for ac. '09	5 1/2%	100/-
"Shell" Transport and Trading Company, Limited	10,000	\$10	\$10	\$71,850	\$1,159	A dividend of 7 1/2% for year ending 30.4. 1910	4 1/2%	\$24 sellers \$13 sellers
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$62,681	...	...	...	...
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$20,000	Dr. \$8,000	\$10 per share for 1909	6 1/2%	\$168
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$135,893	\$3 for 1897	...	\$26 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 6,302	Tls. 10 for year ending 31.8.09	...	Tls. 800 sales
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	1	1	\$215,000	£1,435	Final of 1/6 making 3/- for 1909	9 1/2%	Tls. 16 buyers Pa. 10
Headwaters Mining Company	60,000	Pa. 10	Pa. 10	none	none	First year	...	...
Ramb Australian Gold Mining Company, Limited	150,000	1	1	\$4,471	none	\$1 per share 13th dividend	5 1/2%	\$7 buyers
Oriental Consolidated Mining Co., Ltd.	500,000	G \$10	G \$10	none	none	Final of Gold \$0.55 for 1909 in all G \$4.15	...	\$7 buyers
Docks, Wharves & Godowns	18,000	\$25	\$25	\$25,275	Dr. \$8,460	\$1.75 for year ending 31.12.08	...	\$10
Fenwick (Geo.) & Co., Limited	...	...	...	...	...	...	...	...
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$550	\$50	\$510,000	\$204,847	\$24 for 1909	4 1/2%	\$54 sales & b.
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$212,000	\$12,755	Interim of \$14 for account 1909	...	\$50
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 6,461	Final of Tls. 2 making Tls. 6 in all for 1910	6 1/2%	Tls. 77
Shanghai and Hongkew Wharf Company, Limited	16,000	Tls. 100	Tls. 100	Tls. 607,857	Tls. 9,222	Final of Tls. 4 making Tls. 7 for 1909	7 1/2%	Tls. 119
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 15,000	Tls. 4,314	Tls. 6 for year ending 29.2.09	8 1/2%	Tls. 101 sellers
Central Stores, Limited	10,000	\$15	\$15	\$1,000	\$24,641	\$7.20 on old and 60 cents on first new issue	8 1/2%	\$16 buyers
Hongkong Hotel Company, Limited	10,000	\$10	\$10	\$10,000	\$1,277	\$2.50 on old shares and 1.50 on new shares	2 1/2%	\$105 sellers
Hongkong Land Investment and Agency Co., Ltd.	10,000	\$100	\$100	\$10,000	\$87,751	Final of \$1 making \$7 for year ending 31.12.09	7 1/2%	\$102 sales
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$150,000	\$5,471	45 cents for 1909	6 1/2%	\$84 sellers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	none	\$24 for 1909	8 1/2%	\$32 buyers
Shanghai Land Investment Company, Limited	75,000	Tls. 50	Tls. 50	Tls. 1,250,045	Tls. 6,969	Interim of Tls. 3 for 1910	6 1/2%	Tls. 109 1/2 ex.
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,958	Final of \$1.80 making in all 3.80 per share for 1909	8 1/2%	\$59 buyers
COTTON MILLS.								
Kwo Cotton Spinning and Weaving Company, Ltd.	20,000	Tls. 50	Tls. 50	Tls. 150,000	Tls. 10,992	Tls. 11 for year ending 31.10.09	8 1/2%	Tls. 122 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	Tls. 40,000	\$9,551	50 cents for year ending 31.7.08	8 1/2%	\$5
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 175,000	Tls. 8,372	Tls. 7 1/2 for year ending 30.9.09	12 1/2%	Tls. 574
Lao-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 11,172	Tls. 4,829	Tls. 6 for 1909	7 1/2%	Tls. 70
Say Chee Cotton Spinning Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 11,172	Tls. 4,829	Tls. 25 for 1909	10 1/2%	Tls. 240
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,004	12/6	12/6	\$1,100	£648	15 1/2% per share for 1908	...	\$10 buyers
China-Borneo Company, Limited	60,000	\$12	\$12	\$40,000	Nil.	60 cents for 1909	6 1/2%	\$91 a. & 191 b.
China Light and Power Company, Limited	50,000	\$5	\$5	none	\$61,138	60 cents for year ended 28.2.06	...	\$1.4
Do. Do. (Special shares)	50,000	\$1	\$1	none	12,602	80 cents for 1909	9 1/2%	\$81
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	\$100,000	\$1,891	\$1.20 for year ending 31.7.09	6 1/2%	\$191 a. & \$19 b.
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$1,000	\$6,200	Final of 40 cents making in all 75 cents per share for 1909	10 1/2%	\$64 a. and a.
Green Island Cement Company, Limited	400,000	\$10	\$10	none	\$11,798	14 per cent. viz. \$1.40 for 1909	12 1/2%	\$14 buyers
H. Price & Company, Limited	12,000	\$10	\$10	none	\$11,798	A dividend of \$1.20 per share and a bonus of 10 cents	6 1/2%	\$102 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$10	\$150,000	\$7,616	Final of \$3 for 1909	6 1/2%	\$155 buyers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$10,000	\$2,476	Final of \$1 making in all \$2 for 1910	9 1/2%	Tls. 1,430 s.
Hongkong Re-Manufacturing Company, Ltd.	60,000	\$10	\$10	Tls. 1,475,000	Tls. 316,682	2nd interim dividend of Tls. 12 1/2 for 1909	5 1/2%	\$14 sellers
Mitsubishi & Co., Ltd.	25,000	Gs. 100	Gs. 100	\$10,000	\$1,014	80 cents on fully paid shares and 8 cents on 80 paid shares for year ending 30.4.10	5 1/2%	\$17.60 sellers
Peak Tramways Company, Limited	25,000	\$10	\$10	none	Pa. 18,640	None	...	\$10 buyers
Peak Tramway Company (new)	50,000	\$10	\$10	Tls. 14,810	...	Final Tls. 5 making Tls. 8 for 1908	2 1/2%	Tls. 185 sales
Phillips Company, Limited	75,000	\$10	\$10	Tls. 75,000	...	First year	...	\$45 sellers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	none	none	None	...	\$300
Societe des Papiers et Papeteries du Tonkin	13,200	50	25	none	none	None	...	Hkong currency
South China Morning Post, Limited	6,000	\$25	\$25	none	Dr. \$11,000	None	...	\$26 buyers
Steam Laundry Company, Limited	20,000	\$25	\$25	none	\$17,066	10 1/2% for year ending 31st May 1910	1 1/2%	\$5 buyers
Union Waterboat Company, Limited	10,000	\$10	\$10	\$11,556	none	60 cents for year ending 31.12.08	8 1/2%	\$7 buyers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$5	\$40,000	\$141	60 cents per ord. share for year ending 24.5.09	5 1/2%	\$111 sellers
Watkins Limited	10,000	\$10	\$10	none	\$1,941	25 cents for 1909	11 1/2%	\$3 sellers ex div.
Watson (A.S.) & Co., Limited	90,000	\$10	\$10	\$90,000	\$2,613	None	...	\$24 buyers
William Powell, Limited	15,000	\$7	...	none	\$782	None	...	\$24 sellers

Intimations

COMPANIA GENERAL DE TABACOS DE FILIPINAS

ESTABLISHED IN 1887. CAPITAL \$3,000,000.



"LA FLOR DE LA ISABELA."

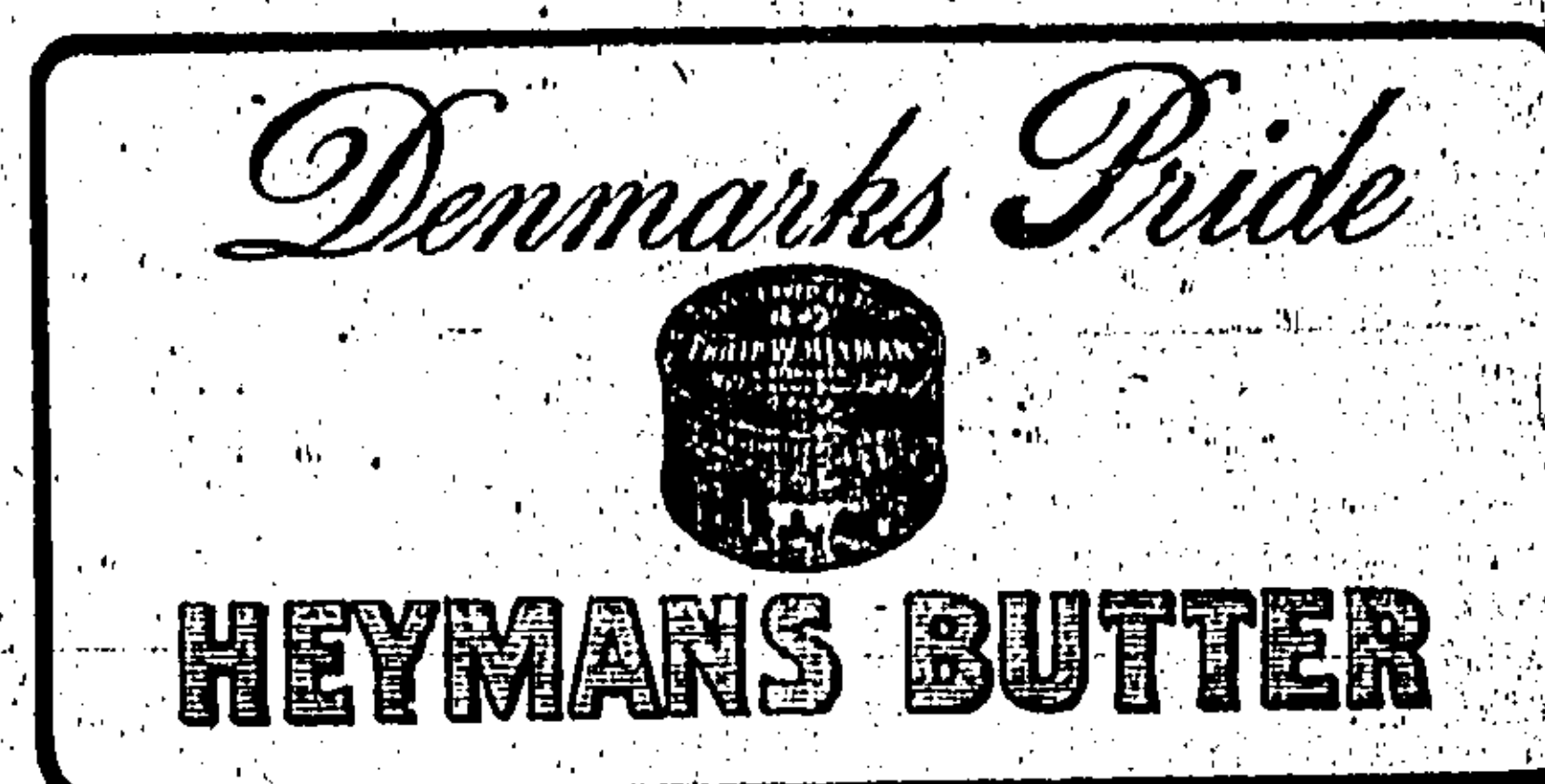
High grade cigars manufactured with the best selected leaf grown in the estates of the Company.

SPECIAL BRANDS:

Pigtails, Vagueros Especiales, Regalia A Lopez, Regalia G Pereira, Favoritos A Lopez, Favoritos A Correa, Pericos Especiales, Exquisitos, Reina Victoria, High Life, Londres Fines, Conchas Fines, and other Current Brands.

RETAILED IN ALL THE LEADING STORES.

BARRETO & CO., AGENTS.



SIEMSEN & CO., Sole Agents.

49

Hotels.

RE-OPENED! RE-OPENED!!

BELLE VIEW HOTEL.

Telephone No. 907.

TO-DAY! TO-DAY!! TO-DAY!!!

7th July, 1910.

UNDER entirely New Management, this popular Seaside Resort has been completely reorganised and re-staffed and special arrangements made for the comfort of guests.

MEALS, AFTERNOON TEAS.

ICES! ICES! ICES!!!

Served at all hours either in the Dining Rooms or on the spacious and Shady Lawn or Verandah.
Only best Brands of Liquors stocked.
Residence Rates on application.
All cordially welcome.

W. GALLAGHER, Manager.

Hongkong, 7th July, 1910.

VIENNA CAFE COMPANY (1910) LIMITED (RE-CONSTRUCTED).

QUEEN'S ROAD CENTRAL, OPPOSITE POST OFFICE.

A FIRST CLASS RESTAURANT

(TABLE D'HOTE OR A LA CARTE)

Afternoon Teas, Ices, Light Refreshments.

Specially selected Brands of Wines, Spirits, Beers, etc.

An extensive modern Bakery.

A French Chef.

Hongkong 22nd July, 1910.

Intimations

A TOO STABLE.

LEIGHTON HILL ROAD, (next to No. 1, Police Station).

HAS established a SHOEING FORGE at Leighton Hill Road where Horses and Ponies can be shod by EXPERIENCED SHANGHAI FARRIERS by arrangement.

Shoeing of Horses and Ponies also undertaken at Kowloon on receipt of Owners' instructions.

At the Stable or anywhere in Hongkong, \$2 per animal.
At Kowloon, \$1 per animal.

LEE YEE

HAIR DRESSING SALOON

HAS ALWAYS ON HAND

CIGARS, CIGARETTES

AND

TOILET REQUISITES

FOR SALE

AT DAVIDSON'S

10, QUEEN'S ROAD

HONGKONG